

**AN ORDINANCE TO AMEND APPENDIX A ("ZONING") OF THE TOWN CODE OF  
THE TOWN OF SMYRNA BY AMENDING SECTION 5 ("DISTRICT  
REGULATIONS") BY INSERTING A NEW SUBSECTION 22 "SOUTH CORRIDOR (SCZ)"**

BE IT HEREBY ENACTED by the Town Council of the Town of Smyrna, a majority thereof concurring in Council duly met, that the Town Code of the Town of Smyrna be and hereby is amended as follows:

Section 1. Amend Appendix A ("Zoning") of the Town Code of the Town of Smyrna, section 5 ("District Regulations"), by inserting a new subsection 22 "South Corridor (SCZ)" as follows:

**22. South Corridor (SCZ).**

A. The South Corridor (SCZ) Zoning District applies to those parcels fronting U.S. Route 13, from Lake Como, south to the intersection of Carter Road. The purpose of the SCZ Zoning District is to provide regulations and graphic design standards to enhance both the function and appearance of the U.S. Route 13 Corridor through the implementation of strategies outlined in both the Smyrna U.S. 13 Corridor Plan and Design Book and the Town of Smyrna Comprehensive Plan.

**B. Purpose:**

- 1) Construct buildings close to the roadway that possess an architectural form and theme reflective of the character of Smyrna's Historic District.
- 2) Provide retail and service establishments that supply commodities or perform services that will meet the needs of adjacent residential neighborhoods as well as the needs of travelers and visitors.
- 3) Allow greater diversity of housing choices by permitting residential uses located directly above 1<sup>st</sup> floor retail or office space.
- 4) Convenient and controlled vehicular access onto U.S. Route 13, reducing the need for additional curb cuts and promoting interconnectivity between lots.
- 5) Off-street parking located at the rear or side of the buildings, reducing the visual impact of parking lots.
- 6) Improved pedestrian and multi-modal connectivity and safety by requiring sidewalks, crosswalks, streetlights, walking and bike trails, and bike racks.
- 7) Promote "complete" site design through various design standards, such as landscaping, decorative elements, interconnectivity and open space requirements.
- 8) Reduce the visual clutter of various types of existing signage along the corridor and implement consistent standards regulating the height, placement, lighting and materials.

Illustrations included in this document are examples in which the intent of the required standards can be achieved.

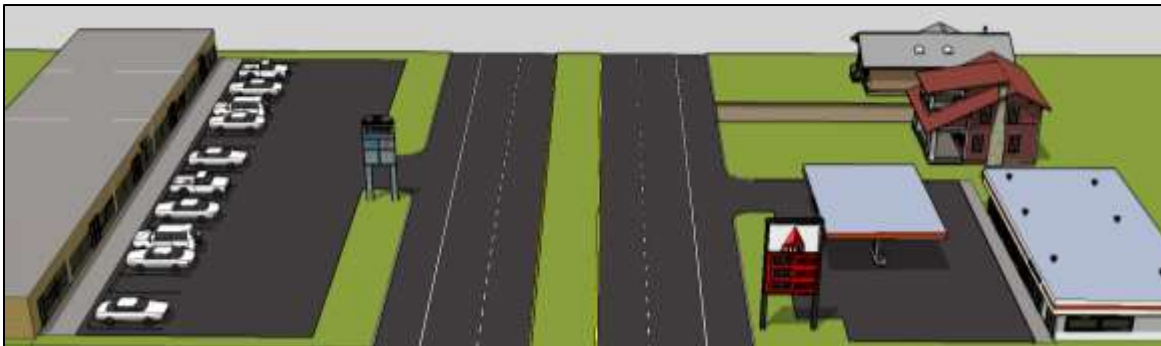
### C. Applicability.

From and after the date of the final adoption of this South Corridor (SCZ) Zoning District, any building, structure, premise, parcel, sign or other facility located wholly or partially in the South Corridor District (1) being in any manner erected, constructed, built, converted, created, reconstructed, modified, moved, altered, added to or converted; or for any change in the exterior architectural appearance of any structure by additions, alteration, or replacement; and (2) which requires a building permit, demolition permit, or zoning variance, shall conform with the provisions pertaining to this district.

Anything to the contrary notwithstanding, the provisions contained herein shall not apply to (1) minor projects that do not require a building permit, demolition permit, or zoning variance or (2) ordinary maintenance and repairs to prevent or correct wear or damage to a structure, or any part thereof, including deterioration of exterior walls or siding materials, columns, posts or other vertical supports; roofs, cornices soffits or fascia; exterior chimneys; exterior plaster, mortar, or ornamental trim; doors, windows, shutters, porches, railings or any other exterior features; or exterior paint due to extended lack of maintenance and upkeep.

#### 1) Existing Conditions.

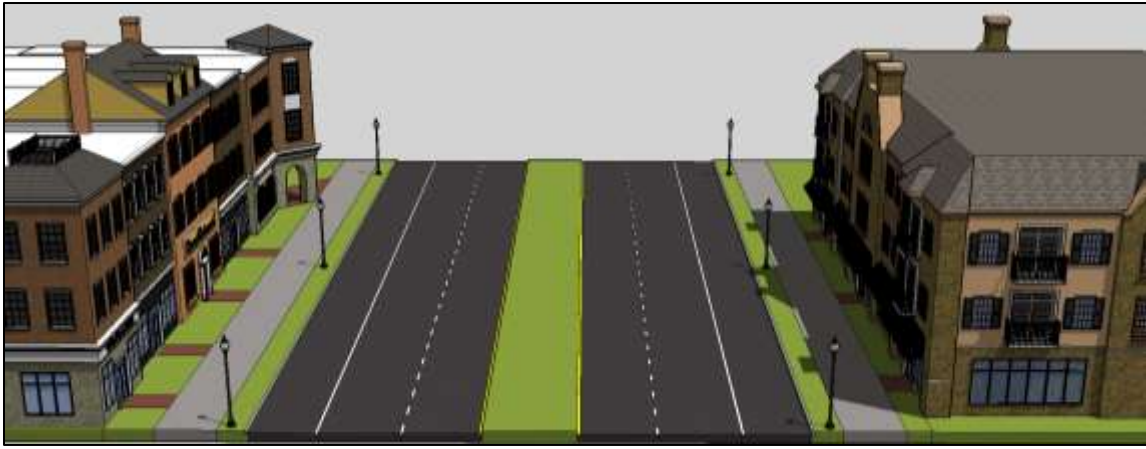
U.S. Route 13, from Lake Como south to the intersection of Carter Road currently functions as a transitional area between the urban section and the high-speed roadway south of Carter Road. With the exception of a 35 MPH transition zone on southbound U.S. 13 just south of Lake Como, the speed limit is posted as 45 MPH. There are numerous commercial and residential entrances onto the road. This area is lined with a mixture of suburban-style shopping centers and commercial development, low-density residential uses abutting the corridor and vacant land, with the majority of buildings set back from the road. Sidewalks are present throughout the more commercialized areas near the Route 1 interchange, however pedestrian scale improvements are not present; signage with no consistent design style appears cluttered and various curb cuts for property access gives the impression that the corridor is built for thru-traffic only and lacks character and purpose.



**Illustration 1 - Existing, undesired conditions**

#### 2) Required Conditions.

The corridor will continue to serve as a regional transportation route however it is envisioned to become a more attractive urban-style boulevard. Two to three story buildings will be encouraged, with all buildings required to be constructed close to a 10' wide paved sidewalk adjacent to a 5' wide grass buffer located in the existing right-of-way on both sides of the roadway. Streetlights will be installed at regular intervals to create a more pedestrian-friendly environment.



**Illustration 2 – Preferred Conditions**

#### D. Building Setback Standards

##### 1) Intent.

Buildings constructed along U.S. Route 13 are to be located within close proximity to the sidewalk and in general alignment with adjacent buildings in a manner that is reflective of Smyrna's historic downtown to ensure the visibility of retail businesses and encourage active, lively uses. Buildings, along with trees and landscaping shall be predominant rather than parking lots.



**Illustration 3 - Front Yard Setback Example**

##### 2) Minimum Lot Requirements

- a) Minimum Lot Width: 50 feet
- b) Minimum Lot Depth: 100 feet

##### 3) Setback Standards

- a) Front Yard Setback:
  - i. Minimum: 5 feet
  - ii. Maximum: 15 feet

b) Rear Yard Setback:

- i. Minimum: 0 feet
- ii. Maximum: n/a

c) Side Yard Setback:

- i. Minimum: 0 feet, except a minimum of 20 feet shall be provided to include a 10 foot planted buffer when adjacent to an existing residential district.
- ii. Maximum: n/a

E. Building Height/Massing Standards

1) Intent

To reduce the apparent bulk of buildings and to maintain pedestrian scale, a sense of “base” and “top” shall be provided. Building facades shall have a distinct “base” using articulation and materials that reinforce the character of the streetscape by encouraging the greatest amount of visual interest along the ground floor, street facing facades of buildings. The roofline or “top” of a building shall emphasize a distinct profile or outline. The “middle” of the building is encouraged to be made distinct by a change in material or colors, windows, balconies, setbacks and signage.

The construction of two (2) to three (3) story buildings is strongly encouraged to emulate the traditional character of Smyrna’s historic downtown, however single story buildings are permitted, provided that they have a minimum height of sixteen (16) feet with a decorative parapet, gabled, hipped, mansard, or gambrel roof. (See definitions)



## 2) Building Height Standards:

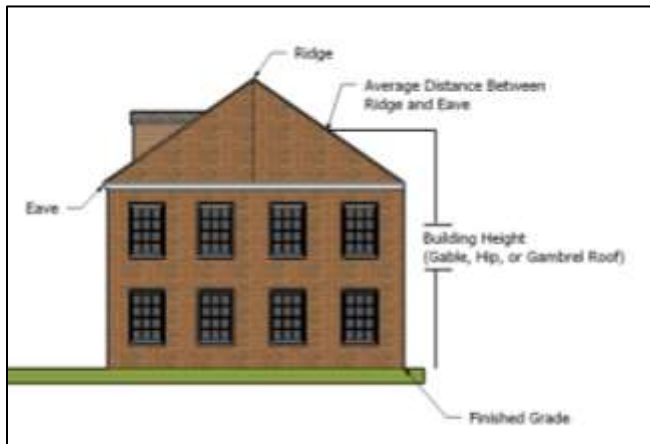
Building height shall be defined as the vertical distance from the finished grade to the top of the highest roof beams on a flat roof, to the deck level on a mansard roof, and the average distance between the eaves and the ridge level for gable, hipped and gambrel roofs.

### a) Height:

- i. Minimum: 16 feet
- ii. Maximum: 45 feet



**Illustration 4 - Building Height - Flat Roof**



**Illustration 5 - Building Height - Gable, Hipped, or Gambrel Roof**



**Illustration 6 - Building Height - Mansard Roof**



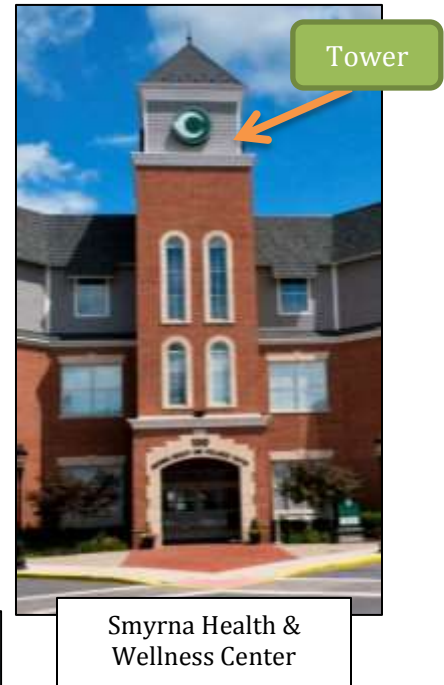
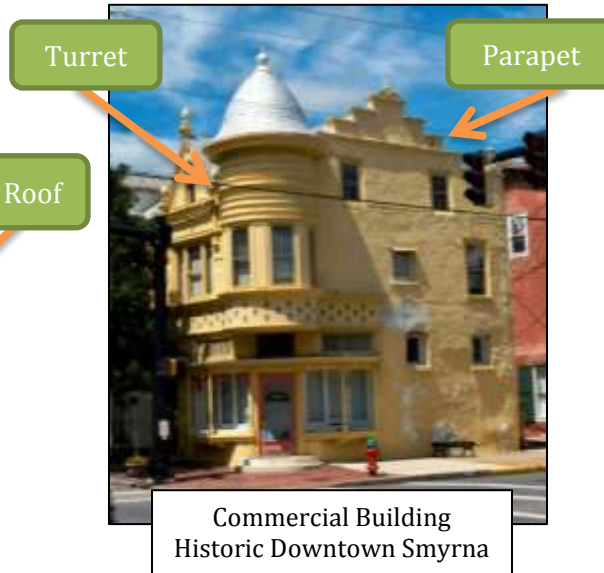
3) Façade “Base” Standards. Ground floor-facades facing U.S. Route 13 shall incorporate at least five (5) of the following elements: (Note: Ground floor facades facing a public street other than U.S. Route 13 or common amenity space shall incorporate at least three (3) of the following elements:)

- a) Translucent windows
- b) Arcades
- c) Porches, porticos
- d) Marquees
- e) Decorative belt courses
- f) Canopies, awnings
- g) Decorative window lintels
- h) Decorative lighting
- i) Pilasters or columns
- j) Any standard not listed, as approved by the Planning and Zoning Commission



4) Roofline “Top” Guidelines. At least two (2) of the following elements are required:

- a) Varying roof styles and heights
- b) Dormers
- c) Chimneys
- d) Cupolas
- e) Belfries
- f) Balustrades
- g) Decorative cornices
- h) Any standard not listed, as approved by the Planning and Zoning Commission





'Courthouse Village' - Spotsylvania, VA  
 Example of new, mixed-use development replicating a historic downtown block.  
 Each section ranges in width from 20 ft. to 35 ft.



## F. Façade Articulation Standards

### 1) Intent

Buildings shall provide diversity and variation in façade type, width, and roof heights and types to reinforce the character of the streetscape by encouraging visual interest along the ground level of buildings.



**Illustration 7 - Façade Articulation Standards Example**

- 2) Buildings with a length of at least sixty (60) feet or greater shall provide at least three (3) of the following architectural façade treatments:
- a) Variation in building materials
  - b) Porches, portico, canopies, etc.
  - c) Translucent windows
  - d) Wall offsets
  - e) Varying roof types or heights
  - f) An architectural element not listed above, as approved by the Planning and Zoning Commission



## G. Window Standards

### 1) Intent

Windows shall be provided on the ground floor façade of all buildings facing U.S. Route 13

### 2) Standards:

- i. 40% of all ground floor building facades fronting U.S. Route 13 shall consist of windows.
- ii. Sills of the windows shall be no higher than three (3) feet above grade.
- iii. Windows on front facades facing a street shall be transparent or translucent glass.
- iv. The use of opaque glass, such as tinted, smoked, or mirrored glass is not permitted.



**Illustration 8 - Window Standards Example**

## H. Streetscape Design Standards

### 1) Intent

Streetscape design shall ensure that the street edge provides a transition between the roadway, the sidewalk and buildings. Buildings, along with sidewalks, trees, and landscaping shall be predominant rather than parking lots. Street wall/buffer standards shall screen parking lots, driveways and service station fuel pumps. Site furnishings such as benches and trash receptacles compliment the streetscape and create a more pedestrian-friendly atmosphere.

### 2) Sidewalk Standards

- a) Sidewalks along U.S. Route 13 shall be concrete and ten (10) feet in width and separated from the shoulder of U.S. Route 13 by a grass area five (5) feet in width.
- b) Sidewalks along all other roadways shall be five (5) feet in width and separated from the shoulder of the roadway by a grass area four (4) feet in width.



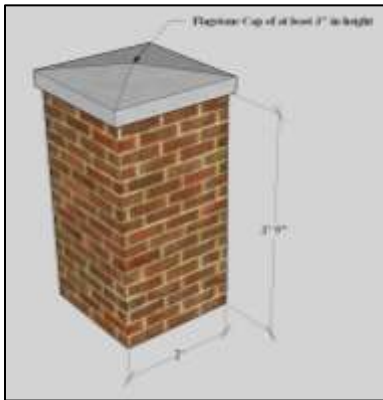
**Illustration 9 - Sidewalk – U.S. Route 13**



**Illustration 10 - Sidewalks – All other Roadways**

### 3) Street Wall/Buffer Standards

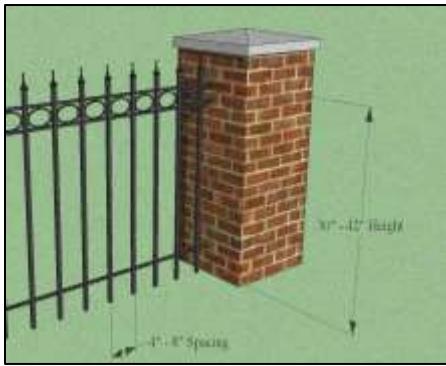
- a) Street wall/buffers consisting of brick piers with black iron, steel, aluminum (or an approved alternative material) fencing and street trees shall be installed and maintained along those lots where a parking lot, driveway, or service station fuel pumps are located adjacent to U.S. Route 13.
- b) Street wall/buffers shall not be located in the public right-of-way and shall be located beyond the clear zone as defined by DelDOT.
- c) Street wall/buffers shall be permanently maintained by the property owner and/or development association.
- d) Brick piers shall be a minimum of two (2) feet square with a maximum height of three and a half (3½) to four (4) feet tall, and constructed at intervals of twenty (20) feet.



**Illustration 11 - Brick Pier Example**

- e) Low-lying shrubs are encouraged to be planted every five (5) feet and shall not exceed a maximum height of three (3) feet at maturity.
- f) One (1) street tree shall be planted every twenty (20) linear feet of frontage along U.S. Route 13. Street trees at the time of planting, shall be no less than 3 – 3 ½ inches in caliper. The following characteristics shall be considered in selecting new trees to plant: size, tolerance to pollution, ability to withstand drought and soil conditions, as well as landscape and ornamental value. It is recommended that individuals contact the Delaware Forest Service for assistance in identifying which tree species would be most appropriate for the area.
- g) Black iron, steel, aluminum (or approved alternative) fencing shall be constructed to a maximum height of two and a half (2½) to three (3) feet.
- h) Fence openings shall have a spacing between four (4) and eight (8) inches.





**Illustration 12 - Example of Street Wall/Buffer Fence Detail**



Street Wall/Buffer Example  
Route 19 in Cranberry Township, PA

## I. Building Placement (Drive-thru Buildings and Service Stations)

### 1) Intent – Drive-thru Buildings

Drive-thru buildings contain a drive-thru as a part of the commercial or service establishment. Typical uses include banks, pharmacies and fast-food establishments.

### 2) Standards – Drive-thru Buildings

- a) Drive-thru buildings shall not locate drive-thru windows on those facades directly facing onto U.S. Route 13.
- b) Drive-thru buildings located on a corner lot shall provide a separate entrance along U.S. Route 13 and exit along the side street.



**Illustration 13 - Drive-thru Building, Corner Lot – Example**

- c) Drive-thru buildings shall provide a separate entrance and exit with one-way automobile circulation.



**Illustration 14 - Drive-thru Building, Entrance – Example**

### 3) Intent - Service Stations

Service stations feature one or more islands of fuel pumps and a convenience store. The intent of this section is to minimize the road frontage visibility of fuel pumps and maximize the visibility of the convenience store.

### 4) Standards – Service Stations

- a) Fuel pumps are encouraged to be located to the rear of the convenience store, shielded from frontage along U.S. Route 13.



**Illustration 15 - Fuel Pumps, Rear Location - Example**

- b) Fuel pumps are permitted to be located to the side of the convenience store. Fuel pumps are prohibited to be located in the front yard of those parcels fronting U.S. Route 13.



**Illustration 16 - Fuel Pumps, Side Yard Location - Example**

- c) Fuel pump canopies shall be constructed utilizing the same building materials used in the construction of the associated convenience store.



- d) Fuel pumps shall not be located closer than twenty-five (25) feet to the public right-of-way along U.S. Route 13



## J. Parking Lot Design

### 1) Intent

A streetscape formed by a continuous row of buildings located close to the sidewalk with minimal parking lot frontage along U.S. Route 13 will create an attractive urban-boulevard, reflective of the town's historic downtown. Parking lots shall be landscaped to provide an aesthetically pleasing streetscape.



### 2) Standards

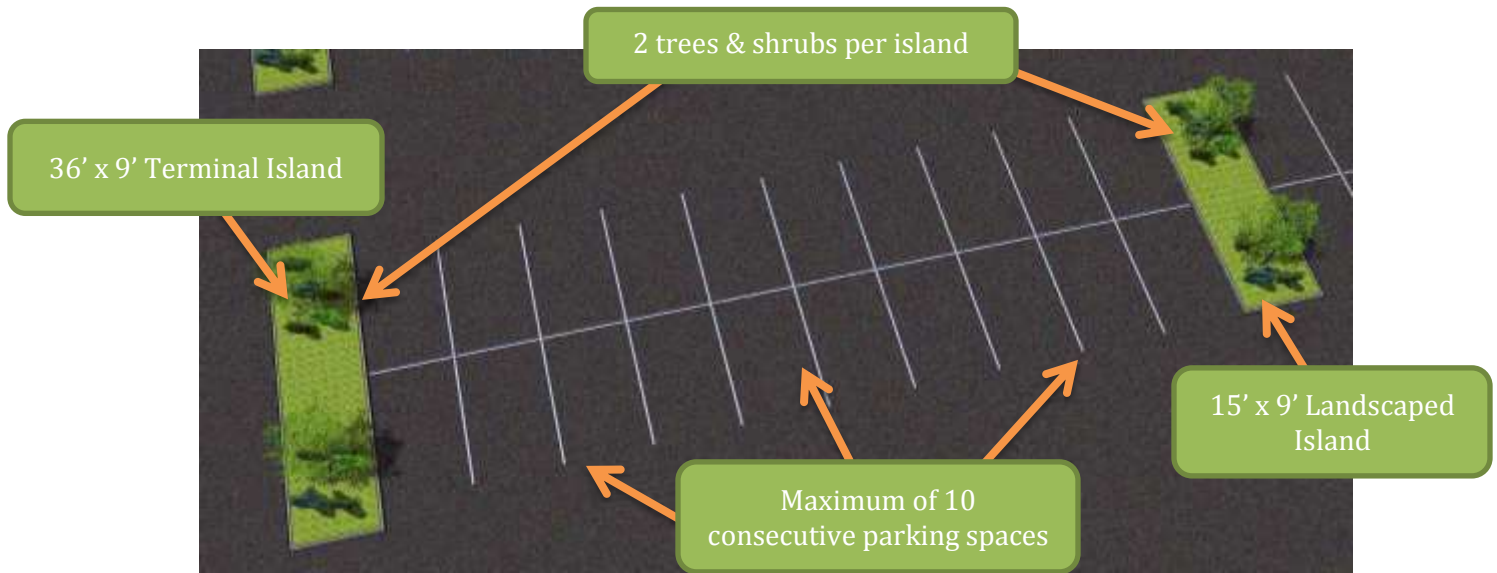
- a) Parking lots shall be designed to the maximum extent feasible to connect parking lots on adjacent lots by providing cross-property easements to share driveways and reduce the need for additional curb cuts. Future connections for parking lot interconnectivity between adjacent lots shall be required.
- b) In the case of a driveway located between parking rows adjacent to buildings, a minimum of eighteen (18) feet shall be provided for emergency vehicle access.
- c) Access to fire connections shall be provided for.
- d) Parking lot speed bumps shall be prohibited.
- e) Bicycle racks shall be provided and shall be located in well-lit parking areas, safe from vehicular traffic. A minimum of one (1) rack with five (5) bicycle parking spaces shall be provided in all parking lots containing twenty (20) or more parking spaces. Bicycle racks shall be black in color.
- f) Parking is not permitted in the front of a building and shall be located to the side or behind a building rather than in front to reduce the visual impact of the parking lot.



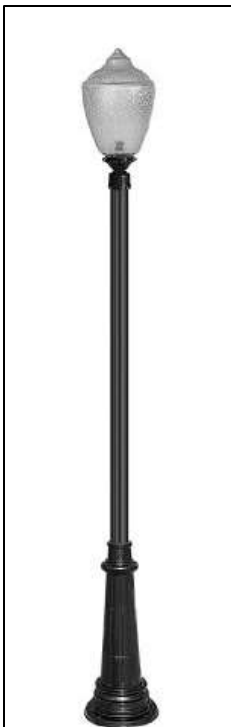
- g) Commercial buildings are encouraged to share a common entrance from the roadway to their respective parking lots that are located to the rear of each building.



- h) A parallel parking row shall be limited to ten (10) consecutive parking spaces interrupted by a fifteen (15) foot by nine (9) foot landscaped island to separate adjacent parking spaces. Two (2) trees and two (2) low-lying shrubs shall be required for each landscaped island.

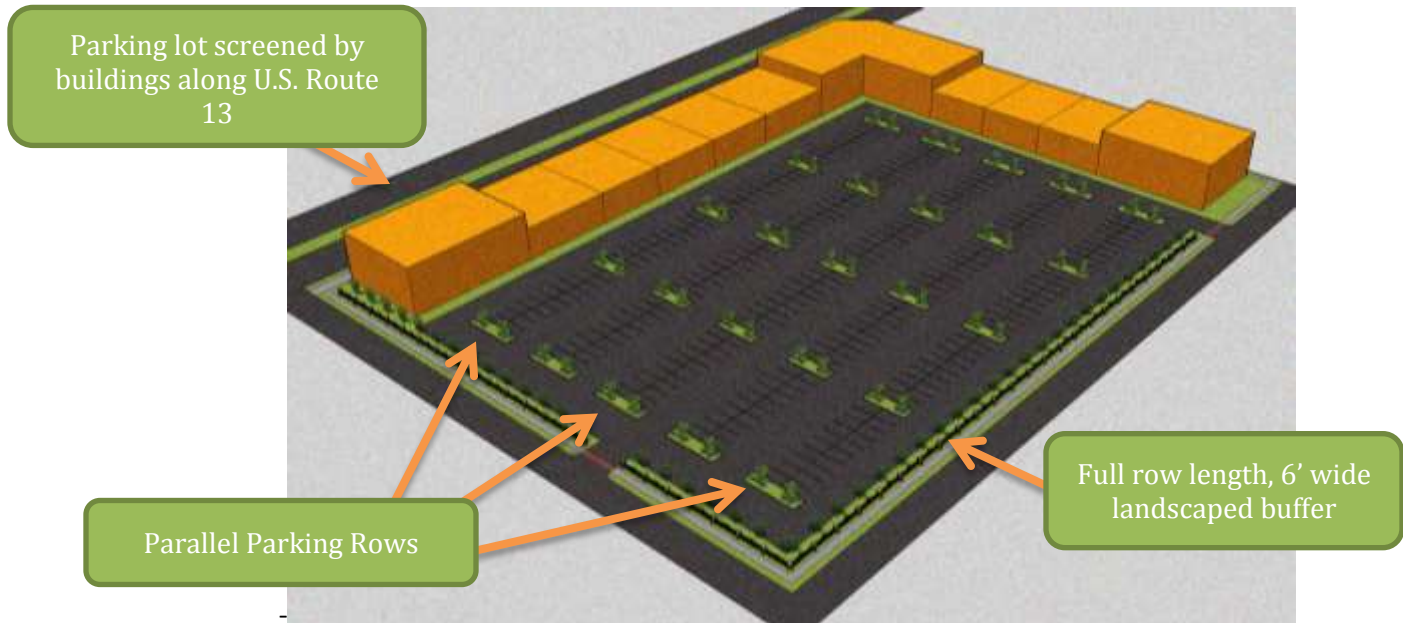


- i) All parking rows shall be terminated with an thirty-six (36) foot by nine (9) foot landscaped, terminal island to protect parked vehicles and confine moving traffic to aisles and driveways. Two (2) trees and two (2) low-lying shrubs shall be required per terminal island.
- j) Parking lot trees shall be pruned so that such branches shall not obstruct the light from any street lamp or obstruct the view of any street intersection. Trees shall also be pruned to a minimum height of fourteen (14) feet to provide a clear space above surface sidewalks, parking lots and driveways to allow for unobstructed passage of pedestrians and vehicles.

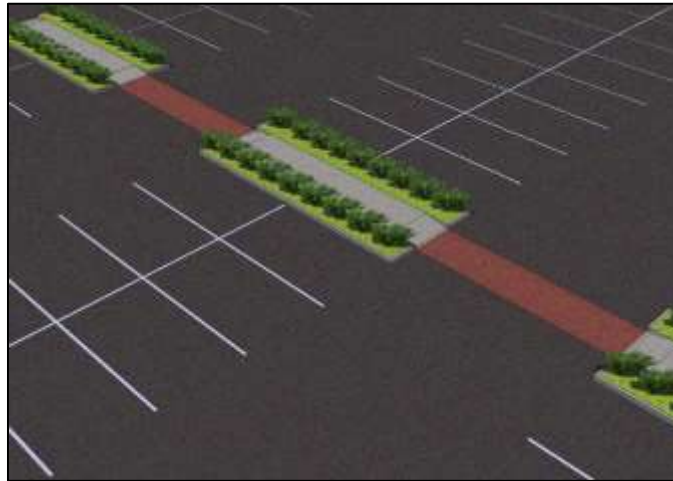


- k) Parking lot lights shall be installed and maintained in all off-street parking lots to ensure pedestrian lighting and safety.
- l) All parking lot lights shall have an acorn shaped luminaire on a fluted, round pole shaft with a round cast base in a black, powder coated finish.

- m) A maximum of five (5) consecutive parallel parking rows are permitted prior to a full row length landscaped area a minimum of six (6) feet wide.



- n) A minimum six (6) foot wide, full row length landscaped buffer shall be installed between all parking rows abutting adjacent properties and secondary access roads. One (1) tree shall be planted for every twenty-five (25) linear feet of frontage and two (2) groundcover plants are required per tree. An exception may be made if the parking lot is designed to create interconnectivity through shared parking for adjacent lots. Landscaping shall be permanently maintained by the property owner and/or development association.



- o) Parking lots with more than five (5) parallel parking rows shall construct sidewalks and crosswalks through a landscaped islands bisecting the parking lot at or near the midpoint to increase pedestrian safety and connectivity. Developers may also submit an alternative design subject to Planning and Zoning Commission approval.



### 3) Modified Parking Lot Design

To minimize the overall footprint of parking lots, the construction of modified parking design is encouraged.

Property owners, land developers, or land users of any parcels in the SCZ (South Corridor) zoning district may install off-street spaces with modified designs with planning commission approval.

Modified parking designs include, but are not limited to:

- a) Double stacking residential parking spaces for each residential unit



- b) Placing parking spaces on the ground story of a building, but behind retail uses or a façade wall.



## K. Common Amenity Space

### 1) Intent

Commercial development in the South Corridor zoning district shall provide a variety of useable common amenity space that is integrated into the overall site design and plan that enhances the character of U.S. Route 13.

### 2) Standards

- a) Each development site having 20,000 square feet or more shall provide at least one common amenity space area with a size of at least 2.5% of its parcel size. This requirement may be reduced in the instance where a development locates its parking area completely behind the primary building(s) and locates the building(s) as close as is practical to the public sidewalk and street frontage. Any reduction in the amount or waiver of common amenity space must be approved by the Planning and Zoning Commission.
- b) Development sites with less than 20,000 square feet, though not required, are encouraged to provide common amenity space.
- c) Common amenity space shall be visible and accessible from a public sidewalk and should be contiguous and concentrated in one or two locations rather than scattered in small, unusable spaces. It is preferred that such space be in close proximity to the main entrance of a building to take advantage of pedestrian traffic, but other locations may be considered if they are visible and accessible.
- d) Common amenity space shall be provided in one or more of the following forms:

#### i. Pocket Parks

Pocket Parks shall be incorporated into the site design at building entrances, street corners, and/or sidewalks and shall range in size from 500 square feet to 1,000 square feet.

To enhance the attractiveness of the overall site design and to encourage pedestrian connectivity between buildings, parking lots and adjacent commercial uses; Pocket Parks shall feature at least two (2) of the following elements :

- a) Sitting areas (such as benches, low seating walls)
- b) Covered structure (such as a gazebo, pergola or pavilion)
- c) Decorative paving (such as colored/stained concrete, brick or other type of paver)
- d) Decorative planters
- e) Decorative flowering or evergreen shrubs
- f) Decorative, pedestrian-scale lighting
- g) Public art (such as monuments, sculptures, statuary)
- h) Decorative water feature (such as a fountain, rain garden)



This 800 sq. ft. Pocket Park breaks up long stretches of sidewalks. It also serves to connect sidewalks and crosswalks within larger parking lots to the public sidewalk.



This Pocket Park is located at the edge of a large parking lot to connect the crosswalk with the adjoining sidewalk. The covered structure provides shelter from the elements and compliments the overall attractiveness of the site.

## ii. Public Squares or Plazas

Public Squares and Plazas shall be incorporated into the overall site design so that primary building façade(s) front the respective public square or plaza and shall range in size from 1,000 square feet to 5,000 square feet.

To enhance the attractiveness of the overall site design and to encourage pedestrian connectivity between buildings, parking lots and adjacent commercial uses; Public Squares or Plazas shall feature at least three (3) of the following elements :

- a) Sitting areas (such as benches, low seating walls)
- b) Covered structure (such as a gazebo, pergola or pavilion)
- c) Decorative paving (such as colored/stained concrete, brick or other type of paver)
- d) Decorative planters
- e) Decorative flowering or evergreen shrubs
- f) Decorative, pedestrian-scale lighting
- g) Public art (such as monuments, sculptures, statuary)
- h) Decorative water feature (such as a fountain, rain garden)



This Public Square features a centrally located water fountain surrounded by benches, shrubbery, and shade trees with primary building facades fronting the square. Note the adjacent on-street dining.



This Public Plaza features a central water fountain surrounded by benches, decorative shade trees and landscaping with storefronts facing the square.

### iii. Town Center Greens

Town Center Greens shall be generally rectangular in shape and shall be allowed on parcels greater than five (5) acres in size; they shall not be permitted to be located directly on the corner of intersections along U.S. Route 13.

Town Center greens shall range in size from 5,500 square feet to 45,000 square feet. Any design in excess of 45,000 square feet may be approved by the Planning and Zoning Commission if it meets the intent of these standards.



Primary building facades shall directly front onto the Town Center Green on at least three sides and are strongly encouraged to front the green on all four sides.

To enhance the attractiveness of the overall site design and to encourage pedestrian connectivity between buildings, parking lots and adjacent commercial uses; Town Center Greens shall feature at least four (4) of the following elements :

- a) Sitting areas (such as benches, low seating walls)
- b) Covered structure (such as a gazebo, pergola or pavilion)
- c) Decorative paving (such as colored/stained concrete, brick or other type of paver)
- d) Decorative planters
- e) Decorative flowering or evergreen shrubs
- f) Decorative, pedestrian-scale lighting
- g) Public art (such as monuments, sculptures, statuary)
- h) Decorative water feature (such as a fountain, rain garden)



This 125' x 350' (43,000 sq. ft.) green features a water fountain and gazebo and is fronted by multi-story mixed-use buildings on three sides. It also includes a prominent brick entrance fronting the highway.

#### iv. Developer's Option

Other forms of common amenity space which meets the standards of this section may be permitted if approved by the Planning and Zoning Commission.



## v. Site Furniture Standards

### i) Benches

Benches installed in common amenity spaces shall be black, six (6) feet wide, Keystone Ridge Lamplighter (Model L16) as pictured below, or an approved alternative.



### j) Trash Receptacles

Trash receptacles installed in common amenity spaces shall be black, thirty-two (32) gallon Keystone Ridge Midtown (Model MT3-32) as pictured below, or an approved alternative.



## L. Sign Design

### 1) Intent

Signage along the U.S. Route 13 Corridor shall be designed and installed in such a way that it becomes a cohesive part of site design, improving the overall visual quality and pedestrian scale of U.S. Route 13. All signage shall be consistent with and complimentary to the architectural design and materials of the building it serves.

### 2) Monument Sign Standards

- a) Monument signs shall mean any stand-alone, self-supporting structure affixed to a base that is equal to or wider than the sign itself.
- b) The height of the monument sign is to be measured from the finished grade to the top of the sign and shall be no taller than eight (8) feet in height.
- c) The minimum monument sign setback is five (5) feet from the existing right-of-way.
- d) Monument signs shall be designed and constructed utilizing the same building materials used in the construction of the associated building and/or site.
- e) Monument signs may be externally or internally illuminated; external illumination must be directed downward.



### 3) Wall Signs

- a) Wall Signs shall not project above the roof, parapet or exterior wall.
- b) Wall signs shall be appropriately scaled to the building. Signable area for wall signs shall be limited to twenty-five percent (25%) of the building or occupant's façade. \*An increase may be granted for those wall signs that are painted onto the building and is incorporated as a major element of the façade.
- c) In multi-occupant, multi-story buildings, walls signs for first floor occupants shall not extend above the window sill of the second floor windows.

- d) Wall signs are encouraged to compliment the architectural style of the building.



#### 4) Window Signs

- a) Window signs shall not cover more than fifty percent (50%) of the window area on the frontage of a building or tenant space and shall be comprised of individual letters, logos or design elements that are not encompassed by a solid opaque background so as not to obscure the view through the window.
- b) Window signs are permitted on the first floor of a building only.



## 5) Projecting Signs

- a) Projecting signs shall project no more than eighteen (18) inches from a building face or wall.
- b) Projecting signs shall not exceed thirty (30) square feet for all faces.
- c) Projecting signs shall have a minimum of eight (8) feet of clearance from the ground, a maximum height of twenty-five (25) feet, measured to the top of the sign and shall not extend beyond the roofline.
- d) Projecting signs shall not extend more than five (5) feet from the building face nor extend beyond the curb line of any street or parking area.
- e) Multi-tenant buildings are permitted one (1) projecting sign per tenant. Only those tenants with ground floor occupancy are permitted to install a projecting sign.
- f) Projecting signs are encouraged to compliment the architectural style of the building.



## 6) Awning Signs

- a) Awning signs are permitted on the ground floor of a building only.
- b) Awning signs shall have a minimum of eight (8) feet clearance from the ground.





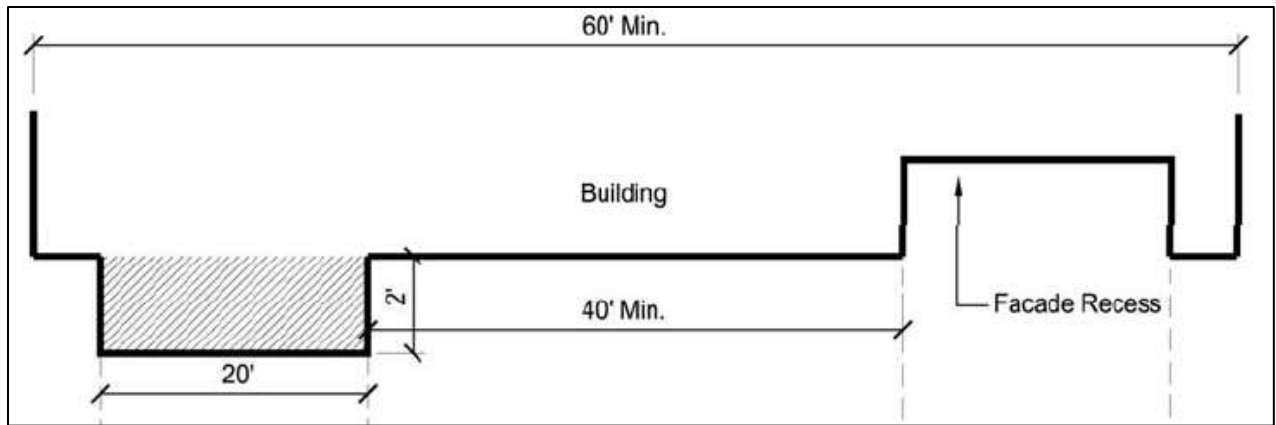
## 7) Prohibited Signs

- a) Temporary or portable signs with changeable letter and numbers and portable trailer signs with changeable text panels.
- b) Digital electronic signs of any kind, except for time, temperature and fuel price signs.
- c) Flashing signs
- d) Animated or revolving signs
- e) Signs that produce noise, sounds, emit smoke or vapor, particles or odors
- f) Signs with intermittent lights resembling or seeming to resemble the flashing lights customarily associated with emergency responder vehicles.
- g) Vehicles and trailers used primarily as a sign.
- h) Neon signs



## M. Definitions

<i>Arcade:</i>	A continuous covered passageway parallel to and open to a street, open space or building and accessible and open to the public.
<i>Awning:</i>	A roof-like cover that is temporary in nature and projects from the wall of a building for the purpose of shielding a doorway or window from the elements; also called a canopy
<i>Balustrade:</i>	An entire railing system, including a top rail and its balusters and often a bottom rail, found along the edge of a porch, balcony or roof deck.
<i>Belfry:</i>	That part of a steeple or top of a tower in which one or more bells are hung; also called a bell tower.
<i>Belt course:</i>	A horizontal band of masonry extending horizontally across the façade of a building and occasionally encircling the entire perimeter; usually projects beyond the face of the building.
<i>Cornice:</i>	Any molded horizontal projection that crowns or finishes the top of a wall where it meets the edge of a roof; the exterior trim of a structure where the wall and roof meet.
<i>Cupola:</i>	A small roof tower, usually rising from the roof ridge.
<i>Decorative Window Lintel:</i>	A decorative horizontal beam that spans the top of a window opening.
<i>Dormer:</i>	A projection from a sloping roof that contains a window.
<i>Marquee:</i>	A permanent canopy, usually of metal and glass, that projects over an entrance to a building, especially that of a theater or hotel; may include lettering or signs indicating current attractions.
<i>Parapet:</i>	A decorative low wall or similar barrier at the edge of a roof, balcony, or terrace.
<i>Pergola:</i>	A structure of open construction supported by regularly spaced posts or columns, often latticed and covered by climbing plants such as vines or roses.
<i>Pilaster:</i>	A column partially embedded in a wall and usually non-structural
<i>Porch:</i>	A roofed, open area, attached to or part of a building, and with direct access to or from it, providing shelter to a building entrance.
<i>Portico:</i>	A covered entrance having a roof supported by a series of columns or piers, commonly at the front entrance to a building.
<i>Turret:</i>	A cylindrical tower that is usually corbeled from one corner of the structure.
<i>Wall offset:</i>	A projection or recess of at least two (2) feet in depth. Wall offsets that are incorporated onto buildings having a length of at least sixty (60) feet or greater shall be integrated at a minimum of every forty (40) feet, each offset shall have a minimum length of twenty (20) feet.



<b><u>N. Land Use</u></b>	<b>NC Zoning District</b>	<b>SCZ Zoning District</b>	
<b>Industrial, Manufacturing, Processing &amp; Wholesaling</b>			
Flammable Liquid, Gas, and Bulk Fuel - Storage and Sale	CU	CU	
Junkyard	--	--	
Manufacturing and Processing - Light	CU	CU	
Manufacturing and Processing - Heavy	--	--	
Machine or Metal Working Shops	--	--	
Mini-storage Warehousing	SE <sub>1</sub>	SE <sub>1</sub>	
Research and Development Uses	SE	SE	
Transportation or Trucking Yards	--	--	
Warehousing and Storage, Commercial	P <sub>2</sub>	P <sub>2</sub>	
Wholesaling and Distribution	--	--	
Vehicle Towing/Impound Yard	SE	SE	
<b>Recreation, Education &amp; Assembly</b>			
Go-kart, Miniature Automobile Racing	CU	CU	
Commercial Recreation Facilities, Indoor	P	P	
Commercial Recreation Facilities, Outdoor	CU	CU	
Libraries, Museums	P	P	
Meeting Facilities, Public or Private	CU	CU	
Schools - Public & Charter	CU	CU	
Schools - Private	CU	CU	
Theaters	P	P	
Universities or Colleges	CU	CU	
Trade Schools	CU	CU	
<b>Residential<sub>4</sub></b>			
Accessory Dwelling Units	P <sub>5</sub>	P <sub>5</sub>	
Dwelling: Townhouses	P <sub>5</sub>	P <sub>5</sub>	
Dwelling: Apartments	P <sub>5</sub>	P <sub>5</sub>	
Nursing Homes	P	P <sub>5</sub>	
Planned Residential Development	P <sub>5</sub>	P <sub>5</sub>	
Residence for Owner, caretaker or manager	P <sub>5</sub>	P <sub>5</sub>	
<b>Retail Trade</b>			
Adult Entertainment Uses	--	--	
Bars/Taverns	P	P	
Body Art Establishments	SE	SE	
Drive-through Retail	P	P	
Drive-through Service	P	P	

Farmers Markets	P	P	
Flea Markets	SE	SE	
General Retail Business	P	P	
Restaurant or Café	P	P	
<b>Services</b>			
Bed & Breakfast Establishment	P	P	
Crematorium	--	--	
Day Care Center	P	P	
Dry-cleaning, processing	P	P	
Equipment Rental Yard	SE	SE	
Funeral Homes	P	P	
General Services	P	P	
Hospital	P	P	
Kennel, Animal Boarding	SE	SE	
Lodging	P	P	
Offices	P	P	
Public Services, Major	P	P	
Public Services, Minor	P	P	
Emergency Services	CU	CU	
Veterinary Clinic/Hospital	P	P	
<b>Telecommunication Facilities</b>			
Private communication antennas and towers	CU	CU	
<b>Transportation &amp; Infrastructure</b>			
Passenger Transportation Facilities	CU	CU	
<b>Vehicle Sales &amp; Service</b>			
Automobile Service Station & Convenience Store	P	P	
Automobile and Trailer Rental	SE	SE	
Automobile/Vehicle Sales and Service, New and Used	SE	SE	
Automotive/Vehicle Repair Garages - Minor	P	P	
Automotive/Vehicle Repair Garages - Major	SE	SE	
Car Washes	SE	SE	
Recreational Vehicles, Sales and Service	SE	SE	
<b>End Notes</b>			
<sup>1</sup> Only permitted on lots that do not have highway frontage or behind existing/new commercial uses			
<sup>2</sup> Only permitted when incidental to permitted use and any outdoor storage be screened from public view			
<sup>3</sup> This use shall be screened. See Section 8(c) (Street Design Standards) for Street Wall/Buffer requirements			
<sup>4</sup> Residential uses & residential properties listed on the National Historic Registry existing prior to the effective date of this Zoning Ordinance are considered legal, conforming uses.			
<sup>5</sup> Residential uses are only allowed as part of a mixed-use development located above or behind the primary commercial use.			
<b>Key</b>			
P Permitted			

CU	Conditional Use
--	Use Note Permitted
SE	Special Exception

### SYNOPSIS

This ordinance adds a new subsection 22 "South Corridor (SCZ)" and outlines the intent, permitted uses, building, streetscape and site standards, prohibited uses, parking, and signage requirements of the South Corridor (SCZ) zoning district.

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This will certify that this is a true and correct copy of the Ordinance duly adopted by the Town Council of the Town of Smyrna at its regular Council meeting on \_\_\_\_\_, 2014.

ATTEST:

\_\_\_\_\_  
Council Secretary

\_\_\_\_\_  
Mayor

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This shall certify that the title and synopsis of this Ordinance was published in "The Smyrna/Clayton Sun Times" on \_\_\_\_\_, 2014 and posted at the Town Hall on \_\_\_\_\_, 2014.

So Certifies:

\_\_\_\_\_  
Town Clerk

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This shall certify that the title, effective date and synopsis of this Ordinance was published in "The Smyrna/Clayton Sun Times" on \_\_\_\_\_, 2014 and posted at the Town Hall on \_\_\_\_\_, 2014.

So Certifies:

\_\_\_\_\_  
Town Manager